

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: KWDouglas@aol.com  
Subject: 4-1000A Tubes  
Message-ID: <960507211847\_393176161@emout07.mail.aol.com>

Larry W00GH wrote:

>.....had a homebrew amp..... Pair of 4-1000 tubes.....  
>He sez "now I don't intend for anyone to circumvent the terms of  
>their license, however this here thing will do..... Bet it would run  
>a couple of KW. CW key down for a day or two!!!

Darn, can't find the 4-1000A spec sheet but I recall it was max  
rated at 3 KW, OUTPUT. For an amp using a PAIR check out 73  
Magazine for May '65 article: "The Big Bomb." (No kidding).

Several Gates BF-3-DX were used as class C amplifiers by the  
Indiana State Police into the 70's on 42 Mc FM. This Gates  
was a modified design from the commercial FM band. The  
amplifier used a pair of 4-1000A's and was driven by a GE 250  
Watt base station (running at reduced power). The Gates was  
rated at 3 KW out, continuous duty, with about 5 KW input. It  
was capable of a lot more, but we were warned to keep it at  
rated power! This usage was chronicled in the article "FM  
Transmitter for 42 MC" in June, '52, Radio-Electronic  
Engineering mag. (That is NOT me in the photo, by the way).  
They were very reliable, as I recall.

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: n5off@w5ddl.aara.org  
Subject: Any Daytonians Going to Fair Radio?  
Message-ID: <366525@w5ddl.aara.org>

Has anyone yet decided to crash the gates at Fair for a peek in the  
warehouse?

If so, please let me know.

Thanks,

Tom

Reply to:

packet n5off@k5arh.#lft.la.usa.noam  
Email (home) n5off@w5ddl.aara.org@usl.edu  
Lafayette, LA  
office 318-989-3430  
home 318-984-2561

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: Dale Braun <dale.k.braun@uwrf.edu>  
Subject: ARRL Bulletin Print on TTY's  
Message-ID: <s190aacd.027@adngate.adn.uwrf.edu>

Jerry Proc mentioned a couple days ago that when printing ARRL bulletins using the old mechanical printers, overstriking occurs on the right-hand margin. Monday evening I printed the bulletin on my model 15, and one of the three bulletins had that problem. So I sent an e-mail to W1AW asking if they formatted bulletins for 80 or 72 columns. Here's their response, which I really appreciated:

"Dear Dale,"

"We format our bulletin copy with the text editor's word wrap set at 69 characters. This is done deliberately to accommodate most teleprinter models. I checked the bulletins sent on the date mentioned and all were formatted properly, so I'm at a loss as to why you had the over-strike problem."

"I suppose our computer used for sending bulletins could have had a problem that has mysteriously corrected itself. Rebooting can sometimes do wonders..."

"I'll keep an eye on formatting and received copy. If you notice this type of problem happening again, please email me!"

"Sincerely yours,

Jeff Bauer, WA1MBK  
Manager, W1AW"

I guess it pays to ask!

73,  
Dale  
WD9GWH  
Dale.K.Braun@uwrf.edu

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: Jim Dillon <beadgal@ptialaska.net>  
Subject: Re: BA Movie Sighting SX-9  
Message-ID: <01BB3CAE.AD7C4840@juneau\_153.dialups.ptialaska.net>

Jeez, guys....between stealing the Drive-in speakers and i.d-ing the =  
rigs  
in sci-fi 'B' movies....my idea of a great date....

Another film starring the Hallicrafters SX-9 (and Gail Patrick, William =  
Frawley) was "Grand Jury Secrets" (1939 Paramount Dir George Kearney).  
The Skyrider was rx in forest ranger's cabin with a humongous mock-up of =  
a  
HB kilowatt behind it.  
Really interesting part was the mobile rigs used by reporter- I think =  
they  
were actual 10 meter gear of the time, but its been a long time since =  
seeing  
this. =

BTW- what is designation of the =  
ubiquitous intercom control box seen  
in the background of every interior shot of every Navy movie ever made?  
You know the one- battleship grey, couple rows of lever switches, an  
8" speaker covered by convex metal perf grille. Seems like  
one would make an ideal BA speaker monitor/selector box. Did they  
originally often control output from morale set into rest of the ship?  
Anyone have one for sale?

Jim Dillon beadgal@ptialaska.net  
WL7CMQ  
(Looking for S/SX-9 and S-14 to star in my forthcoming.....)

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: n5off@w5ddl.aara.org  
Subject: BA Rec for 171 Mhz  
Message-ID: <366521@w5ddl.aara.org>

Call Fair Radio and ask for the ARR-58. They used to sell these (and  
I can't imagine like hotcakes). It is an airborne FM sonobouy receiver,  
and they used to sell for \$20. That would get some attention.  
5" \* 8" \* 17" 20 lbs.

Bonne Chance

Tom

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: KA9EGW@aol.com  
Subject: BA sighting  
Message-ID: <960508124612\_393637767@emout15.mail.aol.com>

At a local church rummage sale, a mint condition Allied A-2516 (their sort-of 75S1 clone) with non-yellowed original manual and dust cover, not a scratch on it, brand-new, quite possible never used. Unfortunately (sort of) the guy manning the tables there (who I'm Elmering) beat me to it...so natch, I offered to check it out for him. Now I just need to find my workbench (it's under here somewhere...)

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: "TOM N LAIRD 5-5777" <TL39597@deere.com>  
Subject: BA'ers at Dayton  
Message-ID: <DACDXX21.TL39597.354010090096129FDACDXX21@TCP30.DX.DEERE.COM>

Date: 05/08/96	
From: TOM N LAIRD 5-5777	TL39597 - DACDXX21
To:	INTERNET - DACDXE01
cc: Tom Laird 5-5777	TL39597 - DACDXX21
Subject: BA'ers at Dayton	

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I have been jotting down BA people going to Dayton and their space numbers. Here is what I have so far:

Mike KH6KD, Cynthia VE2QF.....# 1167  
Bill K04WW.....# 2141  
Tony N8SNC.....# 2149 and 2150  
Dave Knepper (Collin's guy).....# 2317 or 2354  
Bill Strngfield.....# 2368  
Rich W5VDU.....# 2912  
As for myself, I will be just walking around. If I have listed anything incorrect please let me know. Also, if anyone wants to be added, let me know. CU there!!!!

My wife and I will be visiting Fair radio on Thursday afternoon upon arriving in Dayton. We will be staying at the Hampton INN out by the Dayton Mall South of Dayton on I-75.

Tom Laird WC9M from Moline, IL  
tl39597@deere.com

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: flegler@pilot.msu.edu (Stanley L. Flegler)  
Subject: boatanchor receiver ratings  
Message-ID: <199605081347.JAA106464@pilot07.cl.msu.edu>

There has been a lot of discussion recently about the ability of various boatanchor receivers (RAK, RAL, R-390A, etc) to operate when there is a nearby transmitter on the same band when it is claimed that many modern radios are completely unusable. How is this related to blocking dynamic range? For instance, in the April QST the FT-1000MP is rated with a blocking dynamic range of up to 142 db. I've seen the R-390A rated with a dynamic range of 105 db. It would thus appear that some modern radios are better. How is blocking dynamic range measured and is it the same or similar to the discussion of operating when a nearby transmitter is present?  
73 Stan K8RPA

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: rdkeys@csemail.cropsci.ncsu.edu  
Subject: Re: boatanchor receiver ratings  
Message-ID: <9605081604.AA100200@csemail.cropsci.ncsu.edu>

>  
> There has been a lot of discussion recently about the ability of various  
> boatanchor receivers (RAK, RAL, R-390A, etc) to operate when there is a  
> nearby transmitter on the same band when it is claimed that many modern  
> radios are completely unusable. How is this related to blocking dynamic  
> range?

Dunno. But I will comment on my limited experiences.

Most of the problem seems to come from the AVC system blocking on strong adjacent in-band signals. My neighbor has several mv of RF at my place, as evidenced on my FS meter when connected to the antenna follows his keying with significant meter action, like about half scale. When I come on with Big Bertha Radiomarine, his TenTecs desensitize but handle it fairly well.

In the reverse situation, where he is transmitting and I am receiving, my Kenwood TS-140, without filters, senses this and the AVC blocks or desensitizes the gain slightly. The HW-16, even with filters totally blocks. I am assuming this is due to leakage around tuned circuits on the HW-16 and the total lack of tuned circuits in the Kenwood TS-140S.

On field days, the Kenwood just locks up with ``intermod'' and all you hear is clicks, even when others are on other bands. When two rigs are on the same band, the Kenwood just locks up. Riding the manual RF gain and cutting out the AVC helps, but does not clear the situation.

The R-392 that I used to run was quite good at handling strong locals. Even under field day stress, it outperformed the average Kenwoods and Yeasu gear from the late 70's and early 80's. It has two rf stages, and excellent shielding throughout, as well as more than the usual amount of tuned IF stages.

The R-388 and R-390 both seem to handle it better in my shack, even a little better than the RAL, but the Kenwood is next to the worst and the HW-16 is the worst. The ARC-5 3-6 rx is better than the HW-16, but not as good as the Kenwood. My HB regen with a 3 foot antenna is quite good, comparable to the Kenwood, but on a big antenna will block. The National NC-100A is worse than the Kenwood, about the same as the ARC-5 rx. The BC-348 is better, about like the Kenwood, but it will pull slightly on very strong local signals, probably due to bfo pulling.

The RAL seems to be better shielded (everything in its own tin cans or compartmentalized castings), and likewise the RBC, and they don't seem to have the problem. Perhaps my TS-140 is one of the worst in this regard, but I always have to run around at field days and refresh all the ops memories that USE the RF GAIN FIRST is the best procedure. Sometimes that helps, but even then, it may not clear up the problem. Why are folks selling monoband passband filters? --- because the transceivers can't handle the selectivity --- they have no front end tuned circuits anymore. Everyone is mad on full AVC/RF gain..... BAD BAD BAD BAD BAD. It seems they have forgotten how to operate their gear, anymore.

> For instance, in the April QST the FT-1000MP is rated with a  
> blocking dynamic range of up to 142 db. I've seen the R-390A rated with a  
> dynamic range of 105 db. It would thus appear that some modern radios are  
> better.

It would seem so. But I can't comment on the late-model modern stuff. It is too expensive for my beerdrinker's shack.

I have not had a chance to test out late model gear under fire, but I/they will this coming field day. I will be pitting the RAL/RBC against the TenTecs, and we will see who squawks first.....(:+}}..... Granted they

will be on the contest station and I will be on the demo station, but it will be fun to see how good the overloading properties actually are, side by side. My intuition and past history tells me the tentecs will squawk first.

Bob/NA4G

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: "Grant Youngman" <nq5t@gte.net>  
Subject: Cleaning House - HQ-170A Still Available  
Message-ID: <199605080401.XAA11989@uro.theporch.com>

Fellow Boatanchorites ...

The response to my earlier post with several BA items was overwhelming. I just finally got caught up with everything today, and hope I didn't miss anyone who inquired about the HQ-180A, HRO-60T, Viking II and other items.

Unless I missed a reply somewhere, the HQ-170AC is still available (everything else is spoken for). This receiver is in excellent overall physical and electrical condition, with only the faintest yellowing of the clock and meter dial faces -- the tuning dials are nice and white. Panel and cabinet are excellent, with just a few small nicks in the paint on the panel trim ring. Manual copy included.

I'll reduce the price to \$225 on a pickup basis, plus \$40 for estimated shipping. The difference between actual cost of packing material and UPS charges and the \$40 for shipping will, like the other deals, be refunded to you.

Just wanted to give it one more shot here before letting the wreched.radio.swamp and Compu\$\$erve folks have a go at it.

Grant/NQ5T

-----  
Grant Youngman -- NQ5T  
nq5t@gte.net  
<http://home1.gte.net/nq5t/index.htm> - Vintage Ham Radio

Beautiful downtown Double Oak, TX

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From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: Norman Hammar <norm@cqg.com>  
Subject: Collins KWM-2 help  
Message-ID: <9605081713.AA13802@mail>

Dear BA'ers:

I have a Collins KWM-2 that I recently purchased that I need help with please. I am trying to key it on CW, but the VOX will not UNkey. Adjusting the anti-VOX or the time delay VOX does not help. Does anyone have any ideas? Thanks very much. Norm N0DHO norm@cqg.com

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: "C. J. Hawley" <c-hawley@uiuc.edu>  
Subject: Re: Collins KWM-2 help  
Message-ID: <3190D3C3.34EB@uiuc.edu>

Norman Hammar wrote:

>  
> Dear BA'ers:  
> I have a Collins KWM-2 that I recently purchased that I need help with  
> please. I am trying to key it on CW, but the VOX will not UNkey. Adjusting  
> the anti-VOX or the time delay VOX does not help. Does anyone have any  
> ideas? Thanks very much. Norm N0DHO norm@cqg.com

The 2 ea 68K/2watt resistors in the cathode of the vox relay amp (v48) have changed value. Common problem. Try to replace it with more wattage at 34K total.

Chuck, KE9UW

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: "Cathy Elizabeth D'Entremont" <cdent@tenet.edu>  
Subject: Re: Collins KWM-2 help  
Message-ID: <Pine.OSF.3.91.960508123257.32124A-100000@alpha.tenet.edu>

In my case, V14 (the VOX rectifier and amplifier and one of the notorious 6BN8's) had a weak triode. Replacing the tube cured the problem. Michael Creshtol has uploaded a "Collins Hints and Kinks" file to the archives which also refers to a similar problem that Chuck mentioned, that is, a change in value of one or both of the 68K 1/2W resistors. Mike's text (which credits W5CRK with the original fix) ties these to the cathode of V11A (a 6U8A) and



denotes them as R89 and R112. As V11A is the BFO in the KWM-2/2A, I would be more inclined to go with the possibility of it being V4B (a 6AZ8) which is the VOX relay actuator in the KWM-2/2A (perhaps the V11A reference is for the 32S-x?). In that case, 68K's would be R20 and R47. Suggested fix is to replace the 1/2W with 1 or 2W.

All of the above is on the premise that fortune has blessed you with good relays! Try cleaning with DeOxit first and see what happens.  
73, Gerald D'Entremont KC5RNX (ex-WA5TVM)

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: dave hirneisen <dhrrnsn@prolog.net>  
Subject: Collins SM-2 microphone cable  
Message-ID: <3190A6E9.48B5@prolog.net>

I recently obtained a Collins SM-2 Microphone, and need to replace the cord.

Does anyone here have a source for a "five-foot Koiled cord" that originally came with this microphone?

Thanks,

Dave Hirneisen, N3GKB  
dhrrnsn@prolog.net

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: "TOM CLINTON" <TOM\_CLINTON\_at\_AS0200@mail.hq.faa.gov>  
Subject: Condensers  
Message-ID: <9604088315.AA831594103@mail.hq.faa.gov>

Scott Robinson had a nice treatise on the various kinds of condensers in the latest digest. Though I was not the original questioner, I learned a lot from his answer. One thing that still bothers me, though is when I replace paper condensers with plastic or ceramic. The old tubular paper ones had a black band to show which lead was connected to the outer layer so this could be connected to ground for proper shielding if this cond were used for by-passing something. I don't see anything corresponding on mylars and such.

Am I just missing something or does it no longer matter which lead is which? I have been restoring an old Hickok Traceometer which contains a 3 stage TRF voltmeter. On the low freq band, the TRF amp oscillates even though I have replaced all the bypass cons, coupling cons, resistors, tubes, and made sure all original shielding is in place. I suspect that the new by-pass cons (orange drop) are not providing

the proper shielding of the "hot" leads per the old papers.

Sorry if I missed any discussion on this previously, and thanks to all.

Tom, AD4ML

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: Jeffrey Herman <jherman@hawaii.edu>  
Subject: From .swap / Please contact them not me / Jeff KH2PZ  
Message-ID: <Pine.SV4.3.91.960507224216.23567A-100000@uhunix5>

>From bill@nji.com Tue May 7 13:53:43 HST 1996  
I have a Heathkit SB-614 station monitor for sale , dont have the manual  
looking for \$175 or B/O If interested call Bill WR2M 201-584-6550 M-F

>From centrak@en.com Tue May 7 13:54:39 HST 1996  
I have approximately 20, N.O.S., 4 pin sockets made by JOHNSON  
for tubes such as the 211 (VT-4C) available at \$15 a piece.

>From randyc3@aol.com Tue May 7 13:55:01 HST 1996  
Subject: Drake SPR-4 xtals  
I have some extra xtals for sale - \$5 each + \$1/order for postage. Make  
offer for all of them! Listed by starting freq in SPR4 - don't know if  
they work in R4 series.  
22.5, 22, 17, 16.5, 13, 10, 8.5, 8, 4, 2.5, 2.

>From keen@eden.com Tue May 7 13:56:10 HST 1996  
Antennas (1st Edition)  
John Kraus; McGraw-Hill, 1950 Condition: Good \$20  
Fundamentals of Radio (1st Edition)  
Frederick Terman; McGraw-Hill 1938 Condition: Good \$45  
The Radio Handbook  
William Orr; Editors & Engineers Ltd., 1956 Condition: Fair \$15  
The Radio Handbook  
William Orr; Editors & Engineers Ltd., 1959 Condition: Fair \$15  
Radio Operating: Questions and Answers (Soft cover) \$5  
Nilson and Hornung; McGraw-Hill, 1940 Condition: Fair  
Principles of Radio Engineering (1st Edition) \$10  
R.S. Glasgow; 1956 Condition: Fair  
Ultra High Frequency Techniques \$5  
Brainerd, Koehler, Reich and Woodruff; Van Nostrand 1942 Condition: Poor  
Elements of Radio (1st Edition)  
Marcus and Marcus; Prentice-Hall, 1943 Condition: Fair \$12

Radio Amateur's Handbook ARRL, 1957	Condition: Fair	\$5
Mathematics for Electricians and Radiomen (1st Edition) Nelson M. Cooke; McGraw-Hill, 1942	Condition: Fair	\$10
Elements of Electricity William H. Trimble; John Wiley & Sons, 1937	Condition: Poor	\$7
The Radio Manual George E. Sterling; Van Nostrand, 1940	Condition: Fair	\$9
Antenna Manual Smith; Editors and Engineers Ltd., 1948	Condition: Good	\$10
Radio Antenna Engineering Edmond Laport; McGraw-Hill, 1952	Condition: Fair	\$11
ARRL Antenna Book ARRL, 1949	Condition: Fair	\$9
QST Magazine November, 1930	Condition: Fair	\$10

>From blfulbri@sloc.net Tue May 7 13:56:57 HST 1996  
I am looking for a B&W 850-A Tank Circuit, I am building  
a amp with a 4-1000 tube. I am looking for one that is

>From viking@pacifier.com Tue May 7 14:02:42 HST 1996  
I have several sets of new in the box 3-500Z's. I want \$85 ea.  
I have 2 new in the box 3-1000Z's for sale for \$200 ea.

>From jwieder@gunnison.com Tue May 7 14:03:49 HST 1996  
WTB: Hammarlund HQ150

>From kiwa@wolfe.net Tue May 7 14:05:24 HST 1996  
SX-110 with matching speaker: mint condx \$135.00  
NC-57 completely reworked/retubed with a 8 kHz ceramic  
Filter Module installed. (Very nice sound) \$50.00

>From REC4@pge.com Tue May 7 14:08:38 HST 1996  
Looking for the following Hallicrafters odds and ends:  
R42 Speaker -- this is the one with the gray plastic grill.  
HA 10 Tuner -- VLF tuner for the SX 117

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: "F r6fqHo!ht" <75121.100@CompuServe.COM>  
Subject: FS keyer-converter  
Message-ID: <960508192603\_75121.100\_FHI59-1@CompuServe.COM>

HI gang!

I've come across some RTTY equipment and need some clarification from you  
experts. I have a FS Tone Keyer and an FS Tone Converter. These are the  
plug-in type in a 19" rack. They are made by Northern Radio Corp. New York,

NY. No longer there! Anyone know about this company and its whereabouts?

The confusing part about these is that they were in the same rack as if they were being used together but here are some numbers. The converter says on the front FREQUENCY 935 and below that it says 42.5 C.P.S. The Keyer says MARK 2337.5 and SPACE 2252.5. Isn't there supposed to be some sort of similiarity between the two? There is also a module that has to do with diversity receiver. What gives? Is this system operating duplex/ I'm confused.....

Oh some more facts in case there is more of this stuff "out there". The tone converter is Type 212, Mod 2, The Keyer is type 211, Mod 1.

Regards from Honolulu, Raymond Cote  
75121.100@compuserve.com

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: "TOM N LAIRD 5-5777" <TL39597@deere.com>  
Subject: FS Manuals  
Message-ID: <DACDXX21.TL39597.034551080096129FDACDXX21@TCP30.DX.DEERE.COM>

Date: 05/08/96	
From: TOM N LAIRD 5-5777	TL39597 - DACDXX21
To:	INTERNET - DACDXE01
Subject: FS Manuals	

-----

Picked this up on packet. Please reply to him, not me!!!!

From: K4TL@KT4DI.#MLBFL.FL.USA.NA (packet address)  
Subject: Heathkit Manuals

I have the following original (not copies) Heathkit manuals for sale.

- SB-220 Linear Amplifier (1969)
- SB-102 SSB Transceiver (1970)
- DX-35 Transmitter (1956)
- A-9B Audio Amplifier (1956)
- W-5M Williamson Type Amplifier (1956)
- 2 ea. GR-25 25" Color TV (1966)
- GW-10 Citizen's Band Transceiver (1960)
- GR-53A Color TV (1964)
- GD-19 Radio Control System (1969)
- AR-3 Communications Receiver (1958)

If you want all eleven manuals, I'll ship them for \$35.00. Individual manuals \$3.50 each mailed. If you're interested in trading or buying, reply via packet message or mail. Tnx & 73...de Curt, K4TL, 306 Amherst Ave., Melbourne, FL 32901.

reply to above, not me.

Tom WC9M Moline, IL.

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: lkayser@WorldLink.ca (Larry Kayser)  
Subject: Gentry is NOT a bit of VHF History!  
Message-ID: <199605081908.PAA08437@beacon.WorldLink.ca>

>To: boatanchors@theporch.com  
>Subject: A bit of vhf history  
>Message-ID: <96May7.142917hwt.105795@uhunix4.its.Hawaii.Edu>

>I'm proud to say that I was one of the young rug rats who infested  
>Art's history-making radio atop Mount Lee in the Hollywood Hills.  
>I, like many others back then in the 60s, used a Heath Two'er.

>Jeff KH2PZ (back then I was a WN6)

>  
> GENTRY RETIRES  
> The man credited as being the father of the modern Amateur Radio  
>repeater has retired from the ham radio scene. On April 4th, Art Gentry,  
>W6MEP and his wife Millie, K6JJN left the smog of Los Angeles, California  
>for the splendor of Oregon.

Gee guys, Art Gentry is a very BIG player in VHF history - lets give him the BIG credit he is well due. He took a Motorola Sensicon Receiver front end and coupled it eventually to a pair of 4X150's on AM as an IN BAND 2 Meter repeater!!!!!! This is not just difficult it is a major engineering achievement! I have heard audio tapes of this AM system it worked- really worked well and was a reliable feature on the LA scene for many years.

I built my first FM repeater, tubes everywhere, in 1967 - it was tough

slugging to TRY and keep the FM tx out of the RX enough to make the thing work and add more system gain than could be had any other way.

I for one feel Art should be positively recognized and at 90 years of age the recognition should come very soon! As a life member of the ARRL, who due to Canadian politics has no representation in the ARRL, I offer that we need to take steps to get a movement going to make recognition of Art Gentry a matter of some urgency.

Larry

va3lk / wa3zia

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: Nick England <nick@cs.unc.edu>  
Subject: Heath LMO info  
Message-ID: <199605081855.0AA13607@altair.cs.unc.edu>

I forgot that I had sent this to Jack for the archives earlier  
(and I was remiss in not checking the index again).

Anyway, the helpful mail I received about the Heath LMO "wobble" is  
in the archives as sb-10x.lmo.fix

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As a reminder, to get this file:

send to listproc@theporch.com

get boatanchors sb-10x.lmo.fix

=====

that'll do it.

73,

Nick KD4CPL

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Nick England nick@cs.unc.edu KD4CPL  
<http://www.cs.unc.edu/~nick>

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: Conard Murray <cfm@tntech.edu>  
Subject: Heath LMO info please!  
Message-ID: <01I4GLOGEMRM9D6AZ0@tntech.edu>

-- [ From: Conard Murray \* EMC.Ver #2.5.02 ] --

I could use the Heath LMO info also.  
Thanks de Conard ws4s  
cfm@tntech.edu

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: rmccarty@deltanet.com (Roger McCarty)  
Subject: Heath LMO Problems?  
Message-ID: <9605080616.AA03852@server1.deltanet.com>

I have read here that a common problem with the Heath SB-x00 series lies in the LMO. Anyone care to elaborate? I have an SB-300 that shows a bit of a warble or chirp. It almost feels like dial backlash. Perhaps it is mechanical, as it can be replicated by banging on the table. I have yet to open it up in the hopes of a path to follow. Any thoughts? Experiences?

Thanks

Roger KD6CC

Accurate!  
Electronics

Roger A. McCarty  
Riverside, CA USA

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: Bill Meara <w.meara@server1.codetel.net.do>  
Subject: Re: Heath LMO Problems?  
Message-ID: <9605081042.AA22337@server1.codetel.net.do>

At 01:19 AM 5/8/96 -0500, KD6CC wrote:

>I have read here that a common problem with the Heath SB-x00 series lies in  
>the LMO. Anyone care to elaborate? I have an SB-300 that shows a bit of a  
>warble or chirp. It almost feels like dial backlash. Perhaps it is  
>mechanical, as it can be replicated by banging on the table. I have yet to  
>open it up in the hopes of a path to follow. Any thoughts? Experiences?

Roger: This sounds exactly like the problem I had with my HW-101. In my case it turned out to be completely mechanical. In the HW-101 there are two 6:1 reduction drives turning the main tuning cap. When they get dried out the tuning gets really weird, like you say, it sounds like a warble or chirp. My difficulties were resolved with a few carefully placed drops of

lubricant.

BTW: Heath fans should check out Chuck's excellent article on the HW-100 and HW-101 in the April ER.

Good luck!

>  
73 De N2CQR/HI8 "Hispaniola Heaths and Hallis"  
Bill Meara HT-37, 2B, HW-101, HQ-100  
Santo Domingo, Dominican Republic  
w.meara@codetel.net.do PGP PUBLIC KEY AVAILABLE ON REQUEST  
or  
74537.1100@compuserve.com

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: Chuck Penson <penon@sci.mus.mn.us>  
Subject: Re: Heath LMO Problems?  
Message-ID: <3190CB18.27C4@sci.mus.mn.us>

Roger McCarty wrote:

>  
> I have read here that a common problem with the Heath SB-x00 series lies in  
> the LMO. Anyone care to elaborate?

Roger,  
Some time ago there was a good discussion of this problem, but I'll be damned if I can find the posts in my files, and I can not recall the exact nature of the fix but...

The problem is almost certainly mechanical. There are a couple of bushings that can loosen up and cause the shaft to wobble as it turns. This is turned into the wobble that you hear. The fix, as I recall, isn't too difficult. Carefully open the box and tighten a set screw I think is all that is involved. In any case, the problem should be self-evident when you look inside.

I know someone else on the list can be more specific.

--  
Chuck Penson  
Education Division  
Science Museum of Minnesota

penon@sci.mus.mn.us  
612.221.4510 voice



612.224.5092 fax  
<http://comped.sci.mus.mn.us>

Standard Disclaimer: The opinions expressed are etc. etc. ...

"Nothing is too wonderful to be true" -- Michael Faraday

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: Bob Roehrig <broehrig@admin.aurora.edu>  
Subject: Heath VF1 schematic - thanks  
Message-ID: <Pine.ULT.3.91.960507225419.5056D-100000@admin.aurora.edu>

OK folks - the response was great. I appreciate all the offers.  
Situation has been taken care of. Also received a few hints on  
operation and improving performance. If I run across any super  
cure for drift / calibration / tracking cures, I'll post results.

E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI  
CIS: Data / Telecom Aurora University, Aurora, IL

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: ornitz@eastman.com (Ornitz\_Barry)  
Subject: Homodyne Receivers & Polarplexors (Was 1-tube Superhet)  
Message-ID: <199605081521.AA15083@eastman.com>

The term homodyne is commonly applied to Doppler speed measuring radars like those used by the police. A Gunn (formerly Impatt, Trappatt or Klystron) oscillator provides both the radiated signal and the local oscillator to mix with the Doppler shifted reflected signals. The Doppler shift for commonly used police radar frequencies is in the audio range and the indicated speed is a direct function of the audio frequency output of the mixer. The method has the distinct advantage that the frequency stability of the oscillator is relatively unimportant, only the shift in frequency is being measured. This is handy since the Gunn (and earlier) oscillators can drift hundreds of kilohertz for quite tiny temperature changes.

Early amateur communication over microwaves was often done with a somewhat related technique. Known as polarplexors for their use of crossed polarization to isolate the mixers from the high local oscillator levels, these radios could produce true duplex operation. [Today the technique

uses Gunn oscillators and ferrite isolators or circulators and the equipment is called a Gunnplexor.] The two radios transmitted continuously but with a difference frequency equal to the desired IF frequency. The incoming signal mixed with the local oscillator signal to produce a frequency equal to the offset IF. A surplus wideband FM receiver was commonly used at the IF. The oscillator was naturally frequency modulated, and the discriminator output of the receiver was commonly used in an AFC circuit. Modulation of either oscillator produced a FM signal at both IF outputs. Without AFC, you constantly had to chase each other over the band. With AFC, you still chased each other - but you did it automatically!

World War II surplus klystron tubes such as the 2K25 (X-band) made this experimentation possible. With the 2K25, it was necessary to grind off a small weld on the tuning screw assembly to pull the tube up into the amateur band. I believe QST in the late 1940's published some designs using this particular tube. I still have a 723/2K25 in the junk box, but modern Gunn oscillators are so easy to use....

If anyone has any magnetrons for sale with integral magnets for X-band and higher, please send me email - \_IF\_ you have the specs on the tubes.

73, Barry L. Ornitz WA4VZQ ornitz@eastman.com

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: KWDouglas@aol.com  
Subject: Re: How Long Do Batteries Last?  
Message-ID: <960507211844\_393176121@emout14.mail.aol.com>

Andy, WA4KCY, wrote:

>.....this battery has a date of Jan, 1945.....  
>.....BC-611F will actually work using this battery to light the  
>filaments.....

The date on your message was first checked to see if it was "April 1." Then I got to wondering and dug out the BA-37 & BA-38 for my BC-611. (They had been stored in a drawer to use as models to make up alkaline replacements from "C's" & 9 volters). Imagine my shock when my "A" battery registered 1.4VDC on the meter!!! The 103VDC "B" batt showed no vital signs.

The next step was to put my Radio Shack battery tester (puts a load on the battery while measuring voltage) across the terminals. This resulted in the battery's instant death. I guess they don't make them like they used to in the 40's! (No dates on mine but the circumstances of acquiring the BC-611 &

batteries make me think they were mfr'ed in the 50's). These batteries had been used in the late 50's.

This "A" was also from Marathon Battery Co, Wausau, WI (Code 119). The "B" was from Eveready (Code 028). Neither show signs of leakage after 40+ years.

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: SP600@aol.com  
Subject: Re: HOW LONG DO BATTERIES LAST?  
Message-ID: <960507211852\_530427155@emout08.mail.aol.com>

Here is a address for them:

MARATHON POWER TECHNOLOGIES  
PHONE 817-776-6558  
FAX 817-776-6558  
8301 IMPERIAL DR  
WACO, TEXAS 76712

Hope this helps,

CHARLIE N9SOR

//////////HAMMARLUND COLLECTOR\\\\\\\\\\\\\\\\\\\\\\

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: "Gable, Edward M" <emg@rfpo2.rfc.comm.harris.com>  
Subject: Re: HOW LONG DO BATTERIES LAST?  
Message-ID: <31908A7C@smtpgate.rfc.comm.harris.com>

My battery story..... After just fixing a few minor problems with my newly aquired Hallicrafters S-29 rcvr I sat back to enjoy the loud SW Bdcst coming through with the built-in whip. A particularly nasty vehicle went by with terrible ignition noise and I grabed for the Noise Limiter switch. The noise was reduced quite well but only for a second and then returned. Ummm - bad noise limiter. Looking at the circuit revealed an interesting design whereby the noise limiter is activated by turning on the 1.5 volt filament to the limiter tube from a separate battery. Separate battery !! Where is that ?? Turns out there was a standard flashlight battery cleverly concealed in what could be mistaken for an i.f. can. I removed

the battery, which had worked for one more last gasp, and found clearly printed the date...October 1942...  
Ed K2MP @ Rochester <emg@rfc.comm.harris.com>

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: Nick England <nick@cs.unc.edu>  
Subject: I have Heath LMO info  
Message-ID: <199605081647.MAA13162@altair.cs.unc.edu>

I saved a copy of the previous conversations about heath LMO wobble.  
e-mail me (nick@cs.unc.edu) if you want a copy.  
73 & have fun,  
Nick KD4CPL  
-----

Nick England nick@cs.unc.edu KD4CPL  
<http://www.cs.unc.edu/~nick>

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: "Joseph J. Curry" <71407.1774@CompuServe.COM>  
Subject: Johnson Ranger VFO  
Message-ID: <960508035203\_71407.1774\_FHV85-1@CompuServe.COM>

Attention All Johnson Ranger Experts:

I recently acquired a Ranger I in excellent condition. The rig needed a little cleaning and the addition of PTT which I did over the weekend. I also had noticed prior to the installation of the PTT that the calibration of the VFO was way off. So, after adding the PTT, I went about calibrating the VFO using the sequence prescribed by Johnson, but using a counter to read the frequency. I started on the 160M range with the high end of the dial and brought the calibration dead on at 2000 kc. I then went down to where 1760 ought to be and lo and behold, the counter read about 1600 kc. The lo end padder wouldn't move it more than about 30kcs. I wiggled the dial back and forth from hi to lo trimming at various spots all with the same net result..the reading were not even close to the counter reading (or the beat note in my 75S-1 just to check the counter)

What is even stranger is that 40 M works the same way. I can get 7400 kc at the top easily, but the bottom is about 6600kc. Well, I thought, let's look at a compressed range and see if it will track say 7150 to 7300 (that's about all I am interested in anyway). I couldn't get the dial to be within 30 kc at 7150 when I tweaked the high end to 7300 exactly. Similar behavior was seen on 160 (and 80 for that matter).

I spent 90 minutes adjusting, trying to find a point that was even close..no cigar.

The symptoms on both 160 and 40:

- dial scale highly compressed at high end of range
- low end off by hundreds of kcs

Things checked:

- 1) made sure that when plates of main VFO cap were just fully meshed the dial read at the horizontal marks on the left of the scale as per manual.
- 2) replaced 6AU6 which was microphonic with a new one. No more microphonics, but the freq was the same.
- 3) checked B+ and 150 V regulated screen voltage...right on the money
- 4) measured all resistors..well within tolerance.
- 5) tightend all mounting screws; some were loose which caused the freq to shift as the box was wiggled. Tightened screws, no more wiggling, freq stable, just wrong.
- 6) thermally, the VFO is amazingly stable..drifts just a few hundred cycles in 30 minutes after a 5 minute warmup. This is even with the infamous 18K resistor still in the VFO compartment!

The problem is further compounded by the fact that the grid circuits for 160 and 40 meters are separate and share no components, yet the symptoms are the same for both.

I also cleaned off the VFO board and the caps and padders with isopropyl alcohol in case there was any residue , but no change.

I have a 122 VFO which is very similar and the calibration on the dial is amazingly good...within a few kc from hi to lo. This Ranger is ridiculous....it's not even close.

Before I tear out any more hair (which I can ill afford) has anybody seen and solved this problem before. The rig is "useful" in that I can zero beat the incoming station on AM and the unit works just great with really nice "Ranger quality" audio (thats why I bought it as an exciter/audio amp for a Class C final under construction). It is just that the VFO dial reads some oddball frequency.

HELP! I know there's a fix out there somewhere.

73 es tnx,

Joe 71407.1774@compuserve.com  
KE6LFT (ex-K3IC0)  
AMI #721

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: Herb Holeman <choleman@ptialaska.net>  
Subject: Johnson Ranger VFO  
Message-ID: <199605081845.KAA28808@ptialaska.net>

Joe Curry wrote about a tracking problem in a Viking Ranger VFO.

I haven't seen this at all in my Ranger I, but here's some ideas to consider.

Just a theory, but it sounds like the L/C ratio in the VFO tank circuit is not what it should be. I would look for two possible explanations. First, check all the fixed capacitors in the VFO stage and bandswitch to make sure they match the parts list and the schematic. Fixed capacitors are invariably difficult to read and if this rig was built from a kit, which most were, the builder may have grabbed a wrong part.

A second possibility is that an existing capacitor has changed value over the years. This is not a common occurrence with mica or ceramic capacitors, but could happen if the capacitor soaks up some moisture, especially if the rig has been stored in a shed or attic. The fact that at least two tuning ranges of the VFO are affected similarly is a clue. Look for a capacitor that is common to both tuning ranges. All of this analysis assumes that the coil is OK, but it wouldn't hurt to look at it and make sure that it hasn't been butchered.

Good luck and let us know what you find.

73,

Herb Holeman, WL7BIL  
Juneau, Alaska  
choleman@ptialaska.net

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: arther.dent@smtp.prostar.com

Subject: Majestic Radio Dial

Message-ID: <199605080759.CAA04146@uro.theporch.com>

greetings all ye keepers of strange radio stuff.....

i just picked up a Majestic (Melody Cruiser) model 921 radio at an auction tonight. the radio is 99.9% complete, and even plays. but the one item it is missing, that i would very much like to find, to make the radio complete, is the dial face.

so....all you keepers of strange stuff, does anyone have a dial face in your junk-box that will fit this radio???????

73

mike

KB7VNT

i transmit therefore i am.....

From boatanchors@theporch.com Wed May 8 15:15:16 1996

From: "Terry O'Laughlin, RM:7135, #:6-6667" <OLAUGHLIN@vilas.uwex.edu>

Subject: Nems-Clarke tubes

Message-ID: <MAILQUEUE-101.960508115704.768@vilas.uwex.edu>

> Be careful of some of the newer NEMS stuff, as it  
> will have some of those weird tubes in the front end.  
> Doug KA3TTQ

I wouldn't be scared off by the tube lineup in newer Nems-Clarke receivers. The 1906, for example, uses three 7077 ceramic planar triodes in the 60-260mHz tuner. These tubes are very rugged. I have nine receivers with 7077s, some of which have seen daily use for several years and I have never had one of these tubes fail. If one does fail, Fair Radio will sell you a spare for \$15, which is not outrageous for the performance level achieved by these tubes. The rest of the 1906 is all common 7 & 9 pin tubes.

The only other weird tubes I've seen in Nems-Clarke gear are the 6688 in newer low band tuners (30-90mHz) and, in the older units, the 416B (number?, it's been a while), the goofy little gold finned job that requires a cooling fan.

73 Terry O' WB9GVB

From boatanchors@theporch.com Wed May 8 15:15:16 1996

From: "Terry O'Laughlin, RM:7135, #:6-6667" <OLAUGHLIN@vilas.uwex.edu>

Subject: Radiotron Designer's Manual

Message-ID: <MAILQUEUE-101.960508122607.256@vilas.uwex.edu>

Holy Hallicrafters, Tubeman!

I received 43 replies to my post offering the Radiotron 4th for sale. A popular item. My apologies to all who inquired for the abrupt form reply that I had to send. I just couldn't answer all the replies individually.

73 Terry O' WB9GVB

From boatanchors@theporch.com Wed May 8 09:18:28 1996

From: Thomas Bryan <tbryan@mailstorm.dot.gov>

Subject: Razor Blade/Fox hole radios (fwd)

Message-ID: <199605081225.IAA01898@mailstorm.dot.gov>

Hello All,

I am forwarding this from the Maritime history list. I couldn't think of a better place to ask their question so here it is. Please respond to the Maritime History list (MARHST-L@QUCDN.QueensU.CA) or send it to me and I will forward it.

Thanks,

Tom Bryan

tbryan@mailstorm.dot.gov

Opinions expressed are my own.

=====  
> Date: Tue, 7 May 1996 22:47:17 -0400  
> Reply-To: Marine History Information Exchange Group <MARHST-L@QUCDN.QUEENSU.CA>  
> Sender: Marine History Information Exchange Group <MARHST-L@QUCDN.QUEENSU.CA>  
> From: "William H. Longyard" <longyard@USA.PIPELINE.COM>  
> Subject: Razor Blade/Fox hole radios  
> X-To: Marine History Information Exchange Group  
> <MARHST-L@QUCDN.QueensU.CA>

> Joan Druett and I have been discussing this topic off-list and have learned  
> that these radios were invented before WWII so that they may have been  
> "common knowledge" amongst certain technical people who later became POWs.  
> We have a theory that the radios originated in the 1920s or 30s, and were



> probably first seen in a magazine article, that was later reprinted in  
> different publications around the world. In America perhaps something like  
> Popular Mechanix, ALTHOUGH THIS IS SPECULATION.  
> -  
> Is there any Marhster who could post this idea to a WWII list or  
> radio/technical history list and perhaps discover the COMMON origin of the  
> Razor Blade, or Fox Hole radio? It is such a unique device that its  
> appearance in several theaters of operation at one time is too much to put  
> down as coincidence. The builders of these set must have known before  
> going in to combat.  
>  
> Yours,  
> Bill  
> --  
>  
> William H. Longyard  
> 2913 Bradenton Dr.  
> Winston-Salem, NC 27103-5706 USA  
> Tel/Fax 910-768-5996  
>

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: Jeffrey Herman <jherman@hawaii.edu>  
Subject: Re: Razor Blade/Fox hole radios (fwd)  
Message-ID: <Pine.SV4.3.91.960508062905.5876A-100000@uhunix5>

This topic started a long series of articles a couple years back on  
rec.radio.amateur.homebrew. If someone knows how to access the  
archives to that group all the info is in there.  
Jeff KH2PZ

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: pbock@melpar.esys.com (Paul H. Bock)  
Subject: Regarding the Titanic (long)  
Message-ID: <9605081713.AA00681@syseng1.se.melpar.esys.com>

Boatanchorites & Clickers,

In some e-mail exchanges with Boatanchor Bob, NA4G, the  
subject came up regarding the actual calls made by Titanic's  
chief operator, Phillips, and his assistant, Bride, after the  
ship struck the iceberg. I did some quick research on this and  
thought that my findings might be of interest to both groups, so  
here they are.

\*\*\*\*\*

In reviewing my old book "Story of the Wreck of the Titanic," published in late 1912, I found some discussion of the testimony of assistant operator Bride (who survived) but the only mention of calls made refers to the well-known CQD. The book also contains some excerpts from the testimony of Marconi at the hearings regarding the proper use of, and response to, the CQD call. Also shown in the book is a copy of an illustration from a newspaper which lays partial blame for the disaster on "Wireless Anarchy." (NOTE: This book is an excellent period account of the disaster, causes or suspected causes, blame, etc., with many excellent b&w photos and illustrations.)

\*\*\*\*\*

Second, the recently-published "In Marconi's Footsteps: Early Radio" by Peter R. Jensen, VK2AQJ/G4GZT (Kangaroo Press, 1994) contains some interesting material which provides more detail. In Chapter 8, "The Titanic," the following passage is of interest (pp. 74-75):

"In the wireless cabin at around midnight, the operators had not yet changed over. The younger operator, Harold Bride, had just returned to take over the key and his senior, John (Jack) Phillips, was getting ready to turn in when the captain suddenly appeared in the doorway. In New York a few days later, Bride recalled the captain's words:

'We've struck an iceberg and I'm having an inspection made to tell what it has done to us. You had better get ready to send out a call for assistance but don't send it until I tell you.'

"The captain then returned to the bridge and the two operators were left to discuss this announcement. About ten minutes later the captain reappeared briefly and said, 'Send out the call for assistance.' When Phillips asked him what sort of call he should send, the captain replied, 'The regular international signal. Just that.' Immediately Phillips turned to the operating key and sent out the general distress call CQD six times followed by the Titanic's call sign MGY and the vessel's approximate position. Then he sent:

'Have struck an iceberg. We are badly damaged. Titanic position 41 degrees 44 minutes north 50 degrees 20 minutes west.'

"This signal was received by several ships and also by Cape

Race."

"A little later the captain returned and asked 'What are you sending?' to which Phillips replied, 'CQD.' Bride suggested, 'Send SOS, it's the new call,' and laughing rather grimly he added, 'It may be your last chance to send it.'"

"When the captain had gone back to the bridge, Phillips started to send out the revised distress call.

'CQD CQD SOS SOS CQD SOS. Come at once we have struck a berg. CDQ OM, position 41 degrees 46 minutes north 50 degrees 14 minutes west, CQD SOS'"

\*\*\*\*\*

Finally, Jensen's book also contains a partial transcript (Appendix 7, pp. 168-170) of the press report from the New York Times for Friday, April 19, 1912, which describes an interview with Bride and his account in his own words of the events. Regarding the switch to SOS, Bride said:

"The humour of the situation appealed to me. I cut in with a little remark that made us all laugh, including the Captain:

'Send S.O.S.,' I said. 'It's the new call, and it may be your last chance to send it.'"

"Phillips with a laugh changed the call to 'S.O.S.'"

\*\*\*\*\*

The entire episode as related by Bride is well worth reading, as it contains some scathing remarks about the incompetence of some of the operators Bride had to contend with when he assisted the Carpathia's wireless operator in handling traffic after his rescue; for example, regarding operators on the USS Chester:

"They knew American Morse but not Continental Morse sufficient to be worth while. They taxed our endurance to the limit. I had to cut them out at last, they were so insufferably slow....."

and

"The navy operators were a great nuisance. I advise them all to learn the Continental Morse and to learn to

speed up in it if they ever expect to be worth their salt.  
The Chester's man thought he knew it, but he was as slow as  
Christmas coming."

There is also Bride's account of bean-balling a stoker with  
a board when the latter tried to take Phillips' life belt while  
Phillips was still at the key. His closing remarks are among the  
most poignant I have ever read:

"The way the band kept playing was a noble thing. I  
heard it first while still working wireless, when there was  
a ragtime tune for us, and the last I saw of the band, when  
I was floating out on the sea with my life belt on, it was  
still on deck playing 'Autumn.' How they did it I cannot  
imagine."

"This and the way Phillips kept sending after the  
Captain told him his life was his own, and to look out for  
himself, are the two things that stand out in my mind over  
all the rest."

\*\*\*\*\*

73,

Paul, K4MSG      ZUT!

Paul H. Bock, Jr. K4MSG	Principal Systems Engineer
E-Systems/FC Division	Internet: pbock@melpar.esys.com
Falls Church, VA	Telephone: (703) 560-5000 x2062

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: Bill Strangfeld <bstrang@iac.net>  
Subject: tube hoards  
Message-ID: <Pine.SUN.3.91.960507182150.17478A-100000@little-miami.iac.net>

John Brewer wrote:

> . . . I purchased a level pickup bed FULL of  
> (very) assorted tubes from a guy who had inherited them from his father  
> and who was beginning to use them as .22 targets.  
>  
> Being immediately faced with having to store such a haul, I

> decided to sort and give away about 3500 compactrons that were part of  
> the haul. If you need some, I can give you a name in Albuquerque.... :-).

Last weekend, I filled a pickup with tubes in a similar deal. Need any compactrons or 6BG6/6DQ6/12DQ6? There are 32 plastic 30 gallon bags full of them and lots more. If anybody wants some of these, cheap, let me know and I'll take them to Dayton, space 2368.

BTW, I got less than half of what the guy had. If you're near Cincinnati and want his number, let me know. As of last Sunday, there were thousands of tv tubes, thousands more 7 and 9 pin 6 volt miniatures, a bunch of 7 series loctals, some 80s and other 2 digit tubes, 5 volt rectifiers, etc. Mostly pulls but some new in box. The catch is it's all or nothing -- he won't sell just the couple of tubes you need.

PS -- that's why I'm delinquent on mail to some people!

73,  
Bill Strangfeld  
bstrang@iac.net

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: roecker.greg@ist.vf.mmc.com  
Subject: RE: Valiant drift  
Message-ID: <Chameleon.960508081947.greg@roeckerpc.acc.atl.mmc.com>

--- On Tue, 7 May 1996 10:43:55 -0500 (CDT) TOM CLINTON  
<TOM\_CLINTON\_at\_AS0200@mail.hq.faa.gov> wrote:

Any suggestions out there for curing VFO drift in my newly  
acquired

Valiant? I let it warm up for about 30 minutes but it  
still

embarassingly drifts maybe as much as 1KC during a 10  
minute CW QSO.

Tom Clinton, AD4ML

-----End of Original Message-----

Hi Tom,

My Valiant did the same thing when I got it a couple of years ago . . . the culprit is R3 in the VFO. It is an 18K 2 watt resistor in the OA2 regulator circuit. This resistor is a common weak link in Valiants. The resistor is located inside the VFO chassis, and getting to it is not an easy task. The

resistor in my Valiant was split, and very heat damaged. The fix was to replace it with a 10 watt resistor of the same value, and to move the resistor out of the VFO chassis to the underside of the main chassis. This gets R3 out of the heated area, and there is plenty of room under there anyway. The fix works great on my rig. Hope this helps.

73,

Greg Roecker  
N4OSJ  
roecker.greg@ist.vf.mmc.com

-----  
Greg Roecker  
E-mail: roecker.greg@ist.vf.mmc.com  
From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: "David L. Thompson" <thompson@mindspring.com>  
Subject: Vedolyzer identified  
Message-ID: <199605080339.XAA17197@borg.mindspring.com>

Several weeks ago I posted a request "What is a Vendolyzer?" and finally have the answer.

Dale B. Allen of Herndon, VA said he had seen some info in a recent AWA Journal about a "Vedolyzer". He sent me a picture and write-up.

The Vedolyzer was made in 1940 by Supreme Instruments Corporation in Greenwood, Mississippi. It was made to make receiver servicing easier. They call it a dynamic set tester for receiver diagnosis. Supreme said they took over 2 years to develop the instrument. It contains five parts:

1. a high-freq cathode ray oscilloscope (3" on right side of front).
2. a wide range, high gain television video amp.
3. a vacuum tube volt-ohmmeter.
4. a wave analyzer and frequency meter to measure amplitude and frequency of signals (Fm dial in the center).
5. a multiple-plu input for stage-to-stage checks.

Boy, when this thing was new its must have been the latest thing in complete receiver diagnosis.

Let's see ..you can measure 6,000 VDC with 150 megohm input. Signals can be measured in microvolts and volts. You can check all AC, DC voltages and all resistances. The 3" CRT is powered by 2 type 80 tubes in cascade.

They refer to a Supreme 561 FM signal generator to aid in visual alignment work. Covers 20 to 30,000Cycles...uses an 884 type gaseous discharge tube for linear sweep.. 6J5G and 6SJ7 are included with the 9 tubes. Video amp is a 1852 Tv tube and type 1 6L6G output.

Dealer net was \$129.50 but they had credit terms.

Sorry gang... I am picking up the instrument and sending it to Dale. He has a small museum and is putting it there. I don't think Dale is on BA, but if interested to see it in person after he gets it I'll give you his E-mail address. Send me a business SASE for a copy of the the write up and picture. I am Ok in the call book, QRZ, Buckmaster, FCC for 19 years.

Dave K4JRB

Another mystery solved

Still looking for 51SB Manual, Micamold transmitter info, and a power supply for Elmac A54H.

Knobs (2 small alum) for the SB-10

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: dlr13@psu.edu (Doug Ripka)  
Subject: VHF VT receivers  
Message-ID: <199605081208.IAA23322@r05n01.cac.psu.edu>

Hi Ben and the list,

I have always liked the NEMS-Clarke telemetry receivers. The 167 and 1670 series fit your requirements pretty closely. They cover from 55-240 MHz, aren't too big, and use fairly standard 7 and 9 pin tubes. They use a Mallory Inductuner for the front end, and at least for the 167-J-1 that I own, they have a passing resemblance to early Halli's, having a 5" + diameter open tuning dial, with a pointer, like the early Sky Buddy.

I had an extra receiver, but I traded it some time ago. They seem to have been bought by government missile people, so your efforts might be concentrated in that area. Be careful of some of the newer NEMS stuff, as it will have some of those weird tubes in the front end.

Good Luck,

Doug KA3TTQ

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: Bill Strangfeld <bstrang@iac.net>  
Subject: Re: What happened to all the speakers  
Message-ID: <Pine.SUN.3.91.960508090732.21357B-100000@little-miami.iac.net>

One of the missing speakers ended up with the prior owner of my RME-69, who had not one but two speakers for it. Actually, he had one complete speaker and one speaker cabinet with no speaker in it.

So if somebody with an RME-69 needs a speaker cabinet, it's available for \$20 plus shipping.

73,  
Bill Strangfeld  
bstrang@iac.net

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: KA9EGW@aol.com  
Subject: Re: why  
Message-ID: <960507230933\_108909708@emout16.mail.aol.com>

It's like a Harley-Davidson: if I had to explain, you wouldn't understand. I run the old tube-type boatanchors for the same reason I ride an OLD Harley--modern, de-sensitized plastic things have no soul (for the record, my Shovelhead has over 100,000 miles on the transmission and 60,000 since last motor rebuild, does not leak oil, and consistently starts on 2 kicks. My 1952-vintage Collins receiver will hear anything a modern plastic rig will, has most of the original tubes, and within 500 yards of a 1 kw 11-meter xmtr I can copy cw on the low end of 10 with it).

73, Brian KA9EGW

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: "Lahlum Ross" <ross\_lahlum@msmail.wes.mot.com>  
Subject: RE: Why?  
Message-ID: <9605080233.AA08555@kay.wes.mot.com>

Hans,  
Thanks for voicing your opinions of these radios. I'm serious. It is of significant value, IMO, to have the words of the guys who really used these every day to put things in perspective. Now when I use my RBC, I can picture



the RMs on the ship a little better. Also a good bit of history to tell my kids about, & grandchildren someday. It would be good if we had an archive of stories from original users of these boatanchors!

73,

Ross KB9JJR

---

.. And despite all the glowing reports here, every Navy RM who ever sailed with a RAK/RAL combo hated them.

73, de Hans, KOHB

From boatanchors@theporch.com Wed May 8 09:18:28 1996

From: John Kolb <jlkolb@cts.com>

Subject: Re: Why?

Message-ID: <Pine.SC0.3.91.960507223758.231D-100000@sd.cts.com>

On Tue, 7 May 1996, Hans Brakob wrote:

> "Dawn patrol" is my pet phrase for the midnight-to-0800 watch  
> on a destroyer on independent duty. No ships in company for  
> local ZDK's and the last time you had solid fox was about 0130.  
>

And in the South China Sea, there were very few signals to be heard, even with R-390's before the Navy put a communications station on Diego Garcia ... Not even a time tick available to resync the crypto gear with.

John Kolb KK6IL jlkolb@cts.com

From boatanchors@theporch.com Wed May 8 09:18:28 1996

From: Jeffrey Herman <jherman@hawaii.edu>

Subject: Re: Why?

Message-ID: <Pine.SV4.3.91.960507221853.22019D-100000@uhunix5>

On Tue, 7 May 1996, John Kolb wrote:

> On Tue, 7 May 1996, Hans Brakob wrote:  
> > "Dawn patrol" is my pet phrase for the midnight-to-0800 watch  
> > on a destroyer on independent duty. No ships in company for  
> > local ZDK's and the last time you had solid fox was about 0130.  
> And in the South China Sea, there were very few signals to be  
> heard, even with R-390's before the Navy put a communications

> station on Diego Garcia ... Not even a time tick available to  
> resync the crypto gear with.

I loved and hated dawn patrol at NMO (which for us ran from 1900 to 0700). On the one hand, 500 kc came alive with CW traffic from all over the Pacific. Fluttery ghost-like code would fade in and out from who knows where. The boys in Australia would boom in, as did the shore stations from exotic Tahiti, Cook Islands, Pago Pago, China, Japan, NZ, ... But I had a hell of a time staying awake from 3 to 6. Sometimes I'd fade out for a few seconds or minutes and the code would actually become part of a dream - the code signals would become like balls of lightning in my dream - really weird... Then the chief would come into the 500kc booth and bonk me on the head to wake me up. I'd try to tell him that I wasn't missing anything since I was seeing the code in my dreams but he didn't believe me for some odd reason. What a skeptic he was.

Jeff KH2PZ (keeper of the 500kc stories from the Coast Guard's NMO stn)

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: pbock@melpar.esys.com (Paul H. Bock)  
Subject: Re: Why?  
Message-ID: <9605081337.AA24224@syseng1.se.melpar.esys.com>

>How I cheered when we got the SRR-11/13's, SRT-14, etc! No more  
>5Kcs QSY everytime the ship rolled, and the end of trying to copy  
>chicken-clucker TCS transmitters.

>All that stuff might be fine shore-duty gear, but it didn't sail  
>well. And despite all the glowing reports here, every Navy RM  
>who ever sailed with a RAK/RAL combo hated them.

Master Chief Hans & Boatanchorites,

I would humbly submit that it's often partly a matter of "personal" perspective. I, for example, went to ET "A" school on AN/SRR-11/12/13 and for my money they're the biggest pieces of electronic crap that ever bore the name "receiver." The SRT transmitters were better, and in fact even though the follow-on AN/WRT-2 was supposed to be "more modern" and "better" (synthesized, etc.) it had it's own problems (particularly in the PA drawer) which made many ETs and not a few RMs wish the SRTs were back. But when the R-390A replaced the SRRs it was a great day for Naval Communications, IMO.

But even the R-390A could "suffer" from comparative analysis

to a Drake R-4, of all things! I installed one of the first R-4s (serial # 727) by screwing it down to the equipment tray above the workbench in the ET shop aboard ship (02 level). It stayed there for the entire four years I was on board, and I used to routinely harass the RMs that I could sit and monitor 6697 kHz (HICOMM) with that receiver using an auxiliary antenna drop, whilst they were pharting around with a -390A and a CV-591A SSB converter trying to tune in USB. BTW, the R-4 suffered no failures in four years, which included a lot of commonplace (storms coming through Hatteras in January, riding out a gale after exiting the Straits of Magellen on the western side, etc.) and uncommon (getting caught directly over the epicenter \*DURING\* an earthquake) shipboard vibration.

But in fairness, the R-390A was one helluva fine receiver, so much better than anything which came before it isn't even funny. Guess the Navy "inheriting" that receiver from the Army was a payback for the WWII AAF "inheriting" the Navy's Command Sets (AN/ARC-5s) which supplanted whatever the Army was trying to use at the time.

I will say this to support RMCM Hans' comments: a lot of equipment (both shipboard and airborne) works a \*LOT\* better when it's just sitting still in a nice quiet room and not subjected to vibration/salt air/moisture/high altitude/heat/cold/whatever. My contention has always been that if you really want to find out how useful and reliable a piece of equipment can be, put it on a ship and take it to sea for about a year.

Which, BTW, is one reason why I always liked Drake equipment..... ;-)

73,

Paul Bock, K4MSG (ETCM-RET)

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: Peter Ferrand <petef@sprynet.com>  
Subject: Re: Why?  
Message-ID: <2.2.32.19960508165604.00692e4c@sprynet.com>

At 09:38 AM 5/7/96 -0500, rdkeys@csemail.cropsci.ncsu.edu wrote:  
> RCA/RMCA had the  
>right idea in simple shipboard style gear that would run forever, be  
>easy to fix, and not half band in practice.

>

Nice history. Do you know what, if anything, were the transmitter companions to the AR/CR-88 series? Ones I've seen were enormous shore based rigs built in onesy-twosey, but were there any of similar style sold, perhaps, as part of a coke machine?

tnx es 73,  
-Pete  
WB2QLL  
petef@sprynet.com

From boatanchors@theporch.com Wed May 8 15:15:16 1996  
From: MEC <danmec@inet.uni-c.dk>  
Subject: Re: Why?  
Message-ID: <Pine.3.89.9605082004.A26340-0100000@inet.uni-c.dk>

> > RCA/RMCA had the  
> >right idea in simple shipboard style gear that would run forever, be  
> >easy to fix, and not half band in practice.  
> >  
> Nice history. Do you know what, if anything, were the transmitter companions  
> to the AR/CR-88 series?

RNAF used them with lorries with T 1190 transmitters made by Marconi.  
remote controlled.

73 Rag oz8ro/la5he

Ones I've seen were enormous shore based rigs built  
> in onesy-twosey, but were there any of similar style sold, perhaps, as part  
> of a coke machine?

>  
> tnx es 73,  
> -Pete  
> WB2QLL  
> petef@sprynet.com  
>  
>  
>

From boatanchors@theporch.com Wed May 8 09:18:28 1996  
From: Chuck Grandgent <k1om@world.std.com>

Subject: Re: WTB: Older SW Receiver  
Message-ID: <199605080105.AA11049@world.std.com>

\*\* Reply to note from Jeffrey Herman <jherman@hawaii.edu> 05/07/96  
6:10pm -0500

>  
> If any of you are in Maine maybe you can help the OT out in loaning  
> him an unused rcvr:  
>

Actually, "Natick MA" is Massachusetts...

-Chuck Grandgent, K10M, Maynard, Mass.  
k10m@world.std.com      <http://world.std.com/~k10m>